Master, Ticket Inspectors and allied posts after completing the works; and

(b) if so, the reasons to demote the staff/ officers?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) On the basis of the options being exercised by them, the staff are being considered for alternative categories.

Late running of Calcutta-Bombay Mail

4010. DR. SHRIKANT RAMCHANDRA JICHKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the dates during the last one year on which the Howrah-Bombay Mail reach Bombay VT late and the corresponding time of delay;

(b) the dates with respect to the above when the said train started late from Nagpur; and

(c) what steps are being taken to control this chronic illness of frequent delays of this train on the Nagpur Bombay sector?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Delevopment of Wagon Fleets

4011. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have taken steps to save Rs. 1,600 crore in the current financial year by reducing the operational ratio along with innovative deployment of wagon fleet and improve capital assets reliability;

(b) if so, whether any long-drawn programme in this regard has been prepared by Government;

(c) whether as a part of its aggressive marketing drive the Raiways have expanded the scope of the Container Corporation of India and directed it to only less than a wagon load brought in collaboration with the private sector; and

(d) what steps are being taken by Government by which the saving is achieved?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Efforts to devise ways and means for achieving economy in Railways working are an ongoing exercise on the Railways. One of the long term, Corporate Plan objectives of the Railways is a 15% reduction in cost of transport by 2000AD. Amongst others, the strategies being adopted are, improvement in productivity and reliability of assets; technology upgradation; investment optimisation through need-based procurement of rolling stock, reducing-fuel consumption; material costs; etc. As a consequence, the operating ratio is expected to improve from 89.5% at the beginning of the VIIIth Plan to 85.4% in the current year. A two point improvement in the operating ratio will mean a saving of about Rs. 400 crores.

Efficiency of rolling stock utilisation is also being improved which in turn will result in lower requirement of rolling stock like wagons and coaches. The savings in investment due to this will be sizable. It is difficult to quantify the savings at this stage.

(c) There is no shift in the basic objectives of the Container Coprporation of India Ltd. (CONCOR). CONCOR has been concentrating on movement of both less-than-wagon and wagon-load traffic by rail. It is also assiting the Railways in moving rekeload traffic.

(d) Planned introduction of modern rolling stock including manufacture of 3 tier AC sleeper coach, higher capacity wagons, high-horse power locomotives, main-line ENU and DMU services, mechanised maintenance of track, need-based procurement of rolling stock and gauge conversion are some of the steps being taken to achieve economy in expenditure and consequently lower operating ratio.

Construction of Railway Lines/Projects in Haryana

4012. SHRI S. S. SURJEWALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the State of Haryana is being neglected in regard to the construction/approval of new Railway projects/Railway lines;

(b) if so, the names of the cities/towns remained unconnected with the Railway lines; and

(c) whether there is any proposal under Government's consideration to construct railway lines from Hissar-Barwala to Narwana Junction and further to link the same to Samana Patiala and Chandigardh?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) No, Sir. Jajjhar, Sohna, Nuh, Nagina, Ferozpur Jhirkha, Barwala, Pehowa etc. remain unconnected with railway lines.

(c) No, Sir.

कटिहार बरौनी खंड का आमान परिवर्तन

4013. श्री नरेश यादव: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि पूर्वोत्तर रेलवे के कटिहार बरौनी खंड का आमान परिवर्तन से संबंधित कार्य पूरा हो चुका है;

(ख) क्या इस खंड के अधीन सभी स्टेशनों के प्लेटफार्मों का नवीकरण संबंधी कार्य अब पूरा हो चुका है; और

(ग) यदि नहीं, तो उसके क्या कारण हैं और इसके कब तक पूरा हो जाने की संभावना है?

रेल मंत्री (श्री सी. के. जाफर शरीफ): (क) कटिहार–बरौनी रेल लाइन का आमान परिवर्तन पूरा हो गया था तथा इसे 17.10.84 को बड़ी लाइन के यातायात के लिये खोल दिया गया था।

(ख) और (ग) प्लेटफार्मों के ग्रेडोन्नयन का कार्य, जैसा कि उस अवधि के यातायात की अवश्यकता के आधार पर स्वीकृत किया गया था, पूरा हो गया है।

यात्रियों की संख्या में वृद्धि

4014. श्री नरेश यादव: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) पिछले पांच वर्षों के दौरान रेल यात्रियों की संख्या में कितनी वृद्धि हुई है;

(ख) क्या यात्रियों की संख्या में हुई वृद्धि के अनुपात में सवारी–डिब्बों की संख्या में भी वृद्धि की गई है; और

(ग) यदि नहीं, तो की इसके क्या कारण हैं और इस संबंध में स्थिति में सुधार करने के लिये सरकार क्या कदम उठाने का विचार रखती है?

रेल मंत्री (श्री सी. के. जाफर शरीफ): (क) और (ख) 1988–89 की तुलना में पिछले पांच वर्षों में अर्थात् 1992–93 तक (उपलब्ध नवीनतम आंकड़ें) प्रारंभिक यात्रियों की संख्या में, 249 मिलियन (7.11%) की वृद्धि हुई है। इसी अवधि में सवारी डिब्बों की संख्या में 2976 (9.67%) की वृद्धि हुई है।

(ग) प्रश्न नहीं उठता।

Upgradation of reserved second class coaches to sleeper coaches

4015. SHRI KRISHAN LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that upgradation of reserved second class coaches to sleeper coaches has put day journey passengers to great inconvenience;

(b) whether it is also a fact that passengers seeking reservation of seats for their day long journey are also required to pay for sleeper berths;

(c) if so, the reasons therefor; and

(d) whether Government propose to reintroduce the provision of seat accommodiations for passengers having to travel during day time only?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (d) With effect from 1.4.1993, a new class of travel namely the "Sleeper Class' was introduced with a fare structure fixed at 25% higher than Second Class fare, on abolition of Sleeper surcharge. Sleeper Class was introduced on the Indian Railways with a view to providing more comfortable and convenient journey for long distance passengers in fully reserved accommodation. Only passengers holding reserve/RAC tickets of this class are allowed to travel in Sleeper Class coaches. All passengers travelling in Sleeper Class inculding RAC passengers are required to pay the fare of Sleeper Class since Sleeper Class fare is charged for travel in Sleeper Class irrespective of day or night journey. Passengers found travelling with Second Class tickets are liable to pay penalty as per Rules as Sleeper Class fare is higher than Second Class fare. Second Class ticket holders can travel in Sleeper Class after paying the difference in fares subject to availability of reserved accommodation. Taking into consideration the needs of Second Class passengers, Railways